



***Citizen Advisory
Transportation Committee
May 2007***

Committee Members

Citizens

| | |
|--------------------------|----------------------------|
| John Cummings | Stan Butler(resigned) |
| Bruce Davis | Michael Day (resigned) |
| Jason Ennis | Tom Higier (resigned) |
| Bob Jacoby | Michael McCrary (resigned) |
| Cathy Ways (Facilitator) | |

Council

Tom Braun
Greg Hirsch

P&Z

Ted Bernstein
Todd Meier

Staff

Chris Terry
Mark Acevedo
Nancy Cline
Aaron Russell

Committee Charge

Evaluate the different ways in which people move around the Town. Research how and why people come to Addison; where they come from; and how they got there.

Executive Summary

The Transportation Committee was comprised of Addison residents, non-residents, two Addison Planning and Zoning members, two Council members and three Addison Staff members.

The Transportation committee met, researched, discussed, brainstormed, invited guest speakers, toured, and reached consensus over the course of approximately 6 months and 17 meetings. The Committee members contributed their talents and diverse experiences into developing their recommendations for improving the flow of all forms of transportation throughout Addison during the next 20 years.

The Transportation Committee recommendations address 6 forms of transportation:

| | |
|------------|-----------|
| Pedestrian | Train |
| Bicycle | Vehicular |
| Bus | Aviation |

Each form of transportation is addressed separately and includes the Committee process; an Executive Summary; a list of top priorities; and a list of details supporting the Executive Summary.

The Committee recognizes that it is important to continue to build and operate a safe, efficient and effective transportation system that provides mobility while stimulating economic development and growth.

The goal is to maximize the movement of all forms of transportation within the transportation system and provide easy ingress and egress to Addison for all forms of transportation.

Three words that surfaced throughout all discussions were accessibility, connectivity, and mobility no matter what form of transportation was discussed.

The Transportation Committee recognizes that there are multiple priorities with a large cost impact, however these priorities should be addressed during the re-development of Brookhaven; the re-invention of Belt Line Road; and as other re-development in Addison occurs. These priorities will be vital to the long term vision of Addison being a great place to live, work, play and visit.

Committee's Vision

A young couple is sitting at home in Les Lacs awaiting the arrival of their friends from New York. Their friends have just landed at DFW and are getting ready to board the train to the Addison Rail Station and will arrive at 6:30 pm.

The couple leaves their home at 6:20 pm and uses the new extension of Beltway Drive to arrive at the station just as the train pulls in. They decide to park at the train station and walk with their friends across the new signature pedestrian bridge to May Dragon for dinner. As they cross Belt Line Road they stop to admire the sunset. Too tired to walk back to the train station after dinner, they hop on the shuttle that loops Belt Line Road and the rail station every 30 minutes.

On Saturday morning Jim and John bike over to the airport to tour the Cavanaugh Flight Museum. While at the airport, John wants to see how the new double decked hanger with the automated storage system works. While Jim has the plane out, he taxis over to the self service gas pumps and tops off the tank for his flight to Austin on Monday morning.

While the guys were at the airport, Laura and her friend took a long walk to Brookhaven and circled back through Les Lacs, crossed Belt Line Road at the Surveyor/Commercial signature pedestrian bridge, and walked across the Arapaho Bridge to Addison Circle. They decided to have lunch at Greenz and on the way home wandered through the shops on Belt Line Road. Laura knew that if they got tired they could stop and rest at one of the pedestrian shelters to cool off or enjoy people watching.

Saturday night they all took the special event shuttle from the Athletic Club to Esplanade Park for July Jazz and after much discussion decided to pick up a pizza for dinner rather than dine in. When the concert was over they stopped in at Champps to check out the crowd and have a night cap. Since the weather was so nice, they then walked back home enjoying all of the lively activity along Belt Line Road.

On Sunday, Jim and Laura decided to take their friends on a quick tour of downtown Dallas, but since the new North/South extension of DART rail was not open yet, they had to drive. Jim headed towards Midway Road, but Laura reminded him about the notice posted on the signature pedestrian bridge that southbound Midway Road would be closed Sunday until noon. They went Belt Line Road instead to the Tollway and were surprised that the new signal light synchronization on Belt Line Road had been completed. When they returned, they came back Midway Road to see how much of the re-construction was completed

Pedestrian Conceptual Recommendation

Process

The Committee began with the discussion of the definition of a pedestrian, the types of pedestrians and their transit patterns. The committee then reviewed and discussed the pedestrian information in the NCTCOG Mobility 2025 Plan and the Addison trail and parks plan.

Executive Summary

The question is how does Addison encourage people to park their vehicles and walk around town? And when thinking about that question, the next question is how do you make the distance short enough, safe and comfortable so that people will want to walk around Addison?

Addison should consider pedestrian friendly connectivity as a main goal in making all transportation decisions. The Town should plan well defined, easily recognizable walking paths and trails across the Town in both north/south and east/west directions with connectivity to walking paths and trails within Addison and the neighboring communities. Special consideration should be given to the development of pathways to/from Belt Line, up/down Belt Line, to/from the Transit Stations and to/from the Brookhaven re-development and Brookhaven College.

These walkable pathways and trails should connect residential communities, town centers, business centers, entertainment districts, parks, schools, special events and transportation hubs throughout Addison and be integrated with neighboring cities. The pathways should be recognized as an amenable alternative to driving for trips ranging up to 1 mile. Shared parking should be provided in order to enable visitors to park in a convenient location and to access a variety of commercial enterprises in a pedestrian friendly environment.

New walkways should be constructed: where there is no connectivity; where the walkways are very narrow; and where there are gaps between existing walkways. They should be more flowing (curved and winding) and less linear with a direct route to key locations. For example, instead of walking to a street corner and making a 90 degree turn, create an aesthetic, winding walkway diagonal or parallel to a parking lot or between/behind retail/commercial buildings. A good example would be the green space at the back of the parking lot between Beltway and Belt Line behind Olive Garden, Fogo de Chao etc.

To have pedestrians, the walkways/trails must be safe (moved away from the roadway); be wide (accommodate 3-4 people side-by-side; be convenient; be accessible and user friendly for strollers, pets, seniors, children and physically/mobility challenged individuals; be well lit; be well defined with signage and maps; and provide protection from the elements such as trees, arbors, protected shelters (Cool Zones) and awnings. In cooperation with DART and area businesses, shelters could be built at stops along major streets to provide riders shelter from the elements and would also be used by pedestrians walking the Town.

Priorities

- Addison should make the pedestrian a priority and consider wider, safer pedestrian friendly pathways and connectivity as a main goal in making all transportation decisions.
- New walkways should be constructed where there is no connectivity; where the walkways are very narrow; and where there are gaps between existing walkways especially to/from the DART rail station, to/from and along Belt Line road and to/from the Brookhaven re-development project.
- Signature pedestrian bridges should be utilized for pedestrian movement across Belt Line Road and the Tollway.

Details

- Pedestrians include adults, children, animals, handicapped individuals, and mobility impaired individuals (older individuals with walkers or scooters).
- Addison pedestrians are full time residents, daytime residents (businesses), visitors (daytime/night time hotel guests, entertainment and restaurant patrons), students and special events attendees.
- The pedestrian can be destination driven (office, restaurant or home); relaxation motivated (walking neighborhoods or out for an evening stroll); or an exerciser (running, walking or power walking).
- These pedestrians can be coming or going from homes, hotels, restaurants, bars, theaters, offices, transit stations, schools, museums, retail stores, parks/trails, special events, entertainment venues or the airport.

- Future Pedestrians: there will be more as Belt Line is re-developed and pockets of more dense neighborhoods and the transit station are built. They will walk further as well as make more frequent trips at shorter distances. Expect more pedestrians on Segways and motorized vehicles (3 wheeled scooters).
- Encourage movement of pedestrians via multiple sources of mobility such as pedestrian signature bridges, moveable sidewalks (i.e. Las Vegas), a monorail, trolley or hop a bus down Belt Line Rd., people movers, subways, underground walkways, new paths to the Transit Center, connecting trails, and ADA accessible pedestrian bridges.
- How do you encourage people to walk and not drive? Safety, aesthetics, shorten the distance between 2 points perceptually by the use of art or sculpture, unique rest areas, covered shelter (trees, awnings, structure), incentives (maps, directions), visible signage, widened sidewalks, activity, and misters.
- These walkways should include certain amenities and ambiance to entice people to want to walk such as art work, sculptures, fountains, parks and restrooms. There should be enough rest areas, not necessarily benches, but a sitting area carved into a boulder or building to sit and relax along the way.
- The walkways/trails would need to cross the busy streets (Midway, Belt Line, Addison Road, Tollway, etc.) at reasonable intervals with signature bridges or tunnels. Signature bridges would be strategically placed along the most active areas, but not at the major intersections. The signature bridges would also mark the boundaries of Addison and tie in with the art piece and the Midway suspension bridge theme wise. For example, the bridges would be placed diagonally across the streets to provide views of the shops, restaurants and entertainment instead of the cars on the street. These bridges would be noticeable to commuters, easily recognizable to pedestrians, identifiable by name and serve as a marketing tool for events and activities in Addison. Some if not all of the bridges would have elevators or ramps to be accessible to the physically or mobility impaired pedestrians, as well as a place to stop and watch the sunrise or sunset and provide a bicycle lane for cyclists.
- Existing pedestrian crossings at Belt Line intersections and the Tollway should be discouraged and pedestrians should be directed to cross at pedestrian bridges. All other pedestrian crossings in the Town should be visually enhanced with pavement markings, flashing lights or signs for the pedestrians and motorists. For example, a flashing sign next to the traffic light could alert motorists that there are pedestrians crossing the street; the pedestrian crossing signal boxes could be made larger for the pedestrian to see; and lighted pavement arrows could light the cross walk for the pedestrian so that they know when to cross.

Bicycle Conceptual Recommendation

Process

The committee began by identifying the different types of bicyclists; reviewing the NCTCOG Mobility 2025 Plan for the Pedestrian/Bicycle System; and inviting Bowman & Associates to address the committee on bicycle trails.

Executive Summary

The committee identified 3 types of bicyclists: (1) Recreational – social rider; (2) Exerciser – Veloweb; and (3) Commuter – ride to work.

After reviewing the information, the committee did not see an immediate need for designated bicycle lanes but does encourage the use of wide curb lanes. However, as the population and employment density grows and Dart rail is completed, and the number of bicyclists, mopeds, or motor scooters increase, the Town may want to place a greater emphasis on designated lanes for bicycles and these other types of vehicles on major thoroughfares.

In the interim, the Town should support the NCTCOG Regional Veloweb (high speed bike routes) to create connectivity between the Metroplex cities and provide on/off ramps into Addison for the exercise cyclist.

The Town should also focus on the recreational bicyclist or commuter by establishing designated north/south and east/west bicycle routes by utilizing existing streets and trails and connecting to Brookhaven College and neighborhoods. These bicycle routes throughout the Town would be identified with on street signage as well as bicycle parking in retail, restaurant, educational, and entertainment locations to support these bicyclists. The intent would be to offer an alternative to vehicular travel that is conducive to biking; improves air quality; provides routes away from high volume high traffic areas; and provides safety and mobility.

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Priorities

- Focus on the social and recreational bicyclist.
- Establish bicycle routes with on street signage and strategically place bicycle racks throughout the Town.
- Provide access across major thoroughfares via signature pedestrian bridges.

Details

- Social and recreational cycling should cross major thoroughfares via pedestrian bridges instead of at grade pedestrian crossings.
- Signage designating specific bike routes through Addison should be strategically placed near trails and residential streets for recreational and social bicyclists.
- Social and recreational cycling should be encouraged on all park trails.
- Direct bicyclists through Addison and connect to other cities and parks. For example, include bicycle routes to and through the new development north of Brookhaven College.
- Provide small, strategically located bicycle racks throughout the Town at major transportation hubs, parks, entertainment areas and restaurants.
- Utilize utility and railroad corridors for bicyclists or bike trails.
- Recommend a 12 ft. wide path through parks to mix bicyclists and pedestrians and provide a center stripe or marking to help segregate pedestrians and cyclists.
- When possible, connect to the Dallas County Trail Plan.
- Sign and map currently accessible roadways.
- Utilize Federal, State, local and private fund.

Bus Conceptual Recommendations

Process

In order to evaluate bus service for the Town of Addison, the committee invited a DART representative in service planning to our meeting to discuss how bus service operates in and out of the current Addison DART Transit station and to other points in the Metroplex.

The committee discussed as a group ways to encourage bus ridership and future growth of bus service in Addison and then divided into groups to define the concepts and ideas through open dialogue and exchange of ideas. The entire Committee then re-convened and collaborated on the recommendation.

Executive Summary

The committee believes that whether right or wrong, there are perceptions about bus service that tend to limit bus ridership compared to trains. However, the level of bus ridership and service will be dictated by future growth and development in Addison, DART ridership throughout the DART System and the timeliness and convenience of bus service. It is anticipated that the new DART Rail line through Addison could provide more bus ridership opportunities in the future.

Since ridership dictates the increase or decrease of bus service in the Town, the Committee recommends that the Town maximize public and corporate awareness of the low cost transportation opportunities available to Addison residents and workers including the employer subsidized programs and the handicapped and demand responsive services. The Town can also improve mobility within the Town by providing better connectivity and transportation options to maximize the benefits of bus service for the residents, visitors and the workforce in Addison.

The Committee reviewed non-traditional services such as DART On-Call, site specific shuttles, employer shuttles and van pools.

The Committee does not have a direct recommendation for normal everyday bus service because it is dictated by ridership, but the Committee does recommend the Town provide distinctive, signature bus/pedestrian shelters; provide offsite shuttles for Addison special events; volunteer as DART's testing ground for new, environmentally friendly bus technology; leverage bus service to the DART rail station; and explore the use of specialized bus service on Belt Line Rd. and to Brookhaven College.

Maximize benefits of bus service for residents, workforce and visitors to Addison.

Priorities

- Provide off site shuttles to Addison special events.
- Create distinctive, signature bus/pedestrian shelters with signage and schedules.
- Explore the use of specialized bus service on Belt Line Road and to/from the Brookhaven area and DART rail.

Details

- Bus/pedestrian shelters

Would be unique, signature designs representative of Addison. A competition should be considered for design ideas. When not in use by the pedestrian or bus rider, the shelter would serve as an art piece or structure that would add to the uniqueness of Addison. For example, an “A” design with the bench created in the middle. A series of shelters could spell the word “Addison” and shelters near the airport and train station could be in the shape of a plane or train.

The shelters would be located in close proximity to the bus stop and would be utilized by not only DART riders but any pedestrian along its path. The shelters should provide information regarding the surrounding area such as maps of nearby walking trails, bike routes and business within close proximity to assist in the use of alternative transportation options.

Advertising or sponsorship would be utilized on the interior of the shelter to defray cost but should not compromise the artistic statement of the shelter visible to the public.

Electronic route maps, time schedules and estimated arrivals would be available at the major bus shelters in commercial or heavily traveled areas. Coordinate with DART to implement this information.

Shelters would be portable to accommodate future changes in bus routes and would incorporate benches, ceiling fans, heaters or space for bicycles.

Though DART may require that shelters provided by DART be uniform, Addison would partner with DART to encourage designs unique to Addison but yet identify the location as a DART bus stop. Investigate funding options with DART to incorporate pedestrian shelters in close proximity to DART bus stops.

- Shuttles to Addison special events

Provide shuttles to Kaboom Town, Taste Addison or Oktoberfest for Addison residents who make it a tradition to have gatherings with friends at home and go as a group to the Addison events.

We anticipate most residents would walk to the shuttle pick-up and drop off locations which could be at Addison public facilities in residential neighborhoods. Possible pick-up and drop-off locations would be the Addison Athletic Club, Loos Athletic Center, Trinity Christian Academy or the Finance Building. Every resident that used the shuttle would free a parking space at the event thereby reducing traffic and making parking easier for people attending the events from surrounding communities.

Shuttles would be primarily viewed as an amenity for residents but should not exclude non-residents or Addison businesses. This could create a competitive advantage for Addison properties in attracting and retaining office tenants.

Shuttles would also increase attendance, both of residents and people from surrounding communities who do not want to hassle with the immediate traffic and parking issues.

If necessary, a fee would be charged to help offset cost of the service and if the infrastructure becomes a “park and ride”, then service would be limited to residents and their guests.

Shuttle service would be adapted to each event and the size of the vehicle and the frequency of service (pickups and drop offs at each location) would be dictated by each event. Signage would be posted outlining the timeline for pickups and drop-offs.

Although the “hop-a-bus” and trolley concepts have not been successes, we do not believe this should prevent Addison from continuing to try to provide special services to its residents and office workers on a day to day basis and for special events. It is important to note that the service may take time to build a critical mass of users.

- Encourage DART to utilize the newest bus technology on Addison routes as it becomes available. Newer technology would be more environmentally friendly and quieter, which would make bus service more popular and allow for better service into residential areas. Challenge DART to continually monitor bus routes and ensure that the service is effectively meeting our residents, visitors and business communities’ needs.

- The biggest development on the horizon for Addison transportation is the arrival of DART rail, DART has a history of re-working bus routes in the community to serve rail stations. We would encourage DART to provide bus access to Addison rail from residential and business centers in Addison.
- Explore the possibility of specialized bus service on Belt Line Road. The Belt Line Redevelopment Plan and the status of Belt Line as Addison's "Main Street" make it important that we don't let the lack of past success keep us from continuing to try to provide specialized services to Belt Line.
- Keep large buses off of purely residential streets.
- Higher frequency and better scheduled express routes to and from the Addison Transit Center.
- Maximize the public and corporate awareness of the low cost transportation opportunities available to Addison residents and workers including the employer subsidized programs and the handicapped and demand responsive services.

Train Conceptual Recommendations

Process

The committee reviewed the 2030 DART Transit System Plan and drafted questions to discuss with Cheri Bush from the DART Capital Planning and Development Office. In addition, Cheri also provided information on the history of DART, the light rail expansion plans, the update to the 2030 Transit System Plan and regional expansion plans.

Executive Summary

Now that the Cotton Belt is on the DART plan, the committee recommends that the Town continue to actively participate in all DART and public city meetings to ensure that Addison's interests are represented on all issues and that the Cotton Belt remains a high profile, priority project. In addition, the Town should actively encourage DART to complete the Addison Cotton Belt (east/west) train corridor on or prior to the estimated completion date.

Ensure that funds are spent in the "Member Charter" cities in DART first before funds are spent on projects that directly favor non-DART cities. The Town should do everything in its power to protect our DART projects and funds. Member Charter cities should receive funding for their projects before DART contracts or uses current funds to create a new class of rail membership to provide rail services with non-DART cities.

Encourage DART to locate the DART rail station in Addison, preferably between Quorum or Midway Road, not the Dallas recommendation of Coit Road, Preston Road or Knoll Trail and adopt transit supportive policies and zoning changes as needed.

Evaluate a direct North/South route to Plano/Frisco and actively pursue a connecting route to a future LBJ corridor route to encourage additional train accessibility into Addison.

Priorities

- Actively participate in all DART meetings to ensure Addison's interests are represented; the Cotton Belt rail line is completed on or prior to the current scheduled completion date; and the rail station is located in Addison.
- Provide good connectivity (walking, bus route or shuttle) to the DART rail station.
- Protect DART funds for Member Charter cities from non-DART cities.
- Incorporate silent horn technology where applicable.

Details

- Encourage pedestrian walkways to the DART rail station.
- Remove or minimize freight hauling from the Cotton Belt Corridor to minimize noise and environmental pollution.
- Advocate silent horns for all railroad crossings in Addison.
- Work with DART and DGNO to ensure all railroad grade crossings are maintained to allow constant vehicular traffic at posted speed limits.
- Continue to encourage DART to embrace and invest in new quieter, cleaner rail technologies.
- Prefer commuter rail to light rail due to the 20/60 minute peak/off peak timing for commuter rail versus the 5 minute intervals during peak for light rail.
- Ensure that any rail service does not negatively impact the traffic flow through Addison.
- Support the development of the Addison rail station as a more regional hub.
- Encourage shuttle service to the Addison rail station from high density residential and business areas.

Vehicular Conceptual Recommendations (Cars and Trucks)

Process

The Committee reviewed the NCTCOG Mobility 2030 Transportation Plan, the Town of Addison Transportation Plan, the most recent Addison traffic counts and the Belt Line Re-Development Vision. Michael Morris from NCTCOG came and addressed the Committee's questions related to signalization, traffic patterns, sustainable development, van pools, truck traffic, and creating pedestrian friendly environments. In addition, Michael discussed NCTCOG's role in striving for mobility, goals for the communities and possible funding options. Carmen Moran was invited to a Committee meeting to discuss the Belt Line Re-Development Plan, the re-development of the Brookhaven Club Drive project with connectivity to Brookhaven for both vehicular and pedestrian traffic. Nancy Cline reviewed the latest Addison traffic counts, the current re-signalization project and the Town of Addison Transportation Plan with an update on all current and future transportation related projects.

Executive Summary

First and foremost, the Committee believes that it is important to continue to build and operate a safe, efficient and effective transportation system that provides accessibility while stimulating economic development and growth.

The goal is to maximize the movement of traffic during peak hours and provide access to Addison through the use of many different forms of mobility such as a pedestrian, bicycle or smaller vehicles (i.e. scooters, mopeds or Vespas), car, bus, train, and plane.

Roads should be constructed with the highest standards and the best materials to perform to a maximum life expectancy, thereby minimizing the need for major re-construction projects. Striping and pot hole repair should continue to be a priority to ensure safety and maintain a continual flow of traffic at posted speeds.

Computerized signalization timing with on site monitoring and left turn sequencing are critical to a smooth flow of traffic and should be a top priority especially on Belt Line Road and all of its arterials.

As the Town re-develops Belt Line, the Committee recommends that consideration should be given to the traffic patterns for ingress and egress along with the flow along Belt Line Road. Slowing the traffic in particular areas by speed control through the use of design such as parallel parking or by the more traditional way of reducing the speed limits, should be considered.

The Committee also recommends updating the Transportation Plan to include the new street standards for the re-development of the Brookhaven area; the inclusion of any

additional new thoroughfares (like the Beltway extension); and the revised pedestrian plan.

Priorities

- Upgrade Addison traffic lights through the use of the NCTCOG traffic signalization plan and NCTCOG funds. Invest in an expandable computer system to monitor the flow of traffic at a central location and make timing adjustments as needed. For example, if (or when) the light at Surveyor and Belt Line is malfunctioning or traffic is heavier than normal at Midway and Belt Line, the timing could be adjusted from a central location and if necessary the police or service tech could be dispatched if the problem could not be corrected from the remote location.
- Endorse the Belt Line Re-Development Vision and implement the recommended pedestrian and vehicular goals.
- Infrastructure improvements by re-constructing Midway Road which is our 2nd largest arterial (traffic will only get worse if we wait). After re-construction, limit Midway Road to no thru truck traffic. Extend Beltway to Inwood to provide better connectivity and parallel access to the Belt Line re-development.
- Monitor the expansion of the Dallas North Tollway and oppose the extension of the Tollway beyond the proposed third loop of the Trans Texas Corridor.

Details

- Electronically re-time all signal lights in Addison so that they are consecutively green at the same time to move traffic in an east/west and north/south direction. Work with NCTCOG to begin this process immediately and coordinate with bounding cities. Acquire as much funding as possible from NCTCOG.
- Research and purchase equipment that can be used to monitor traffic in the city electronically as well as the signal timing so that timing adjustments can be made from any site through the use of a computer. Include a feature where aesthetic signs can be strategically placed throughout the city to alert travelers of delays, alternate routes, time from one location to another or direct them to the Addison website for additional information on restaurant locations, directions, special events etc.
- Evaluate limiting truck traffic on Midway Road to non-construction vehicular traffic or no thru truck traffic. Construction trucks could be limited by weight, size or category. Currently construction trucks are using Midway as a short cut from Plano and other northern cities to get to LBJ.

- Evaluate decreasing the speed limit on Belt Line Rd between the Tollway and Marsh.
- Improve the signal timing for the residential side streets so that traffic does not back up to the detriment of the residents. Examples are Midway Road at Belt Line Road, Midway Road at Proton, Surveyor Drive at Belt Line Road and Lindberg at Addison Road.
- Evaluate widening Addison Road as a major feeder.
- Monitor the funding and development of Tollway projects to ensure that funding earmarked for projects or enhancements in the Addison area are not re-appropriated to other projects such as the extension of the Tollway. The Committee recommends that the Town oppose the extension of the Tollway beyond the third loop of the Trans Texas Corridor because of the consequences of encouraging urban sprawl. By limiting this expansion, it would help reduce the amount of cars on an already physically taxed infrastructure; minimize the congestion and pollution in Addison; and encourage denser development along the Tollway.
- For construction purposes, notify travelers 2 weeks in advance of any construction and possible delays. Use large signs placed approximately 6 ft off of the ground that are visible over or around an SUV or truck and located a $\frac{1}{4}$ to a $\frac{1}{2}$ mile from the construction site. Advance warning would improve traffic flow and reduce congestion as driver's attempt to change lanes at the last minute.
- When possible, complete construction projects at night instead of during the day to minimize traffic disruption.
- Place **larger** directional signs on the traffic signal poles on streets where there are dual left/right turn lanes. Currently signs are small and cannot be seen until the driver gets to the intersection. This would allow the driver to change lanes in advance so that they would not disrupt traffic by stopping at the intersection until someone let's them move over.
- Evaluate different traffic patterns for left turns at signal lights and across medians. For example, have opposing left turns cycle at the same time instead of cycling one side at a time. Evaluate the feasibility of eliminating left turns across Belt Line Road medians and using a u-turn lane at each signal or spread periodically between intersections. This would eliminate the slow drivers in the left lane who are disrupting traffic as they are trying to drive and decide where to turn.
- Extend Beltway Drive from Midway Road to Inwood Road. This would reduce some of the traffic on Belt Line Road and would also allow for a parallel walkway with Belt Line Road to access the re-developed areas of Belt Line Road.
- Provide a simple means of transportation during weekday lunch hours, early evenings and Saturdays to move people up and down Belt Line with connectivity to DART

train/rail and the bordering neighborhoods to minimize the amount of traffic on Belt Line and make it more pedestrian friendly due to less traffic.

- Coordinate bus service from Brookhaven College, Loos Stadium, Prestonwood and other locations to Kaboom Town or other events. Have a bus lane only on major streets to expedite movement. Assess a nominal charge if necessary. Notification of these services could be posted on pedestrian bridges or pre-existing automated directional signs.

Airport Conceptual Recommendations

Process

The Committee reviewed the Airport Master Plan, Airport Part 150 Study, and the Addison Capital Improvement Program; toured the Addison Airport with Mark Acevedo and Lisa Pyles; viewed the One Six Right, Romance of Flying DVD and discussed a letter dated August 6, 2006 drafted to the Town Council by committee member, Bob Jacoby.

Executive Summary

The Committee believes that the Addison airport is a great asset for the Town and as such should be maintained as a safe, competitive, economical, efficient and environmentally friendly facility. The Town should ensure that the vitality of the airport is maintained by continually monitoring our competition; actively seeking and pursuing customers on all levels (corporate/general aviation aircraft, aviation related service operations and maintenance facilities); and through fiscal responsibility and oversight.

The Town's biggest challenge will be the other surrounding airports such as McKinney, Denton, Frisco, Sherman and Dallas Executive that have unlimited space to develop. It will be important that the Town not become complacent by accepting the status quo. The Town needs to look to the future in terms of aviation re-development on and off the airport; new construction and re-development in surrounding cities that could infringe on the airport air space; review the Master Plan frequently; retain and attract additional business to the airport; and maintain a high standard of customer service, maintenance and operation of the airport.

Priorities

- Strongly encourage aviation related re-development on the West and East side of the airport and if necessary use incentives or new zoning.
- Implement the self serve fuel pumps as quickly as possible to maintain the viability of general aviation to benefit the recreational flyer and to allow the Fixed Base Operators to concentrate on their business customers.
- Re-surface the runway and taxiways in the safest, most efficient manner minimizing airport disruptions. Study and evaluate the extension of taxiway Bravo.

Details

- Continue to encourage aviation re-development of the airport and expand user base being cognizant of cost and competition.
- Encourage aviation re-development on the West and East side of the airport through special zoning, incentives or abatements.
- Considering purchasing land not used for aviation on the West side of the airport and along Addison Rd.
- Build out the west taxiway as development on the West side of the airport becomes more aviation related.
- Look at annexing or purchasing property at the North end of the airport that is in Carrollton.
- Operate the airport in a manner that provides the Town with the opportunity to utilize all available FAA funding for airport projects.
- Continually maintain at optimum performance all taxiways, hangers, and the runway and airport property to a level that exceeds our competitors.
- Improve ingress and egress on the taxiways to allow for more efficient flow on the taxiways.
- Investigate alternatives for creating additional general aviation hanger space. For example, a 2 story hanger that has a computerized electronic lift. The pilot would taxi on to a lift, dial in the hanger number and the computer would manually locate the hanger and insert the plane.
- Utilize all space available on the airport. Be creative in developing additional hanger space and proficient in space planning.
- Be cognizant of our competition related to quality, price and customer service. Apply the same level of “Addison” customer service at the airport just as we do in the Town.
- Relocation of the Cavanaugh Museum to the Southeast side of the airport would be advantageous. However, this should not result in a decrease in general aviation hangers. The hangers should be replaced at other locations on the airport.
- Continue to maintain a balance of general aviation, corporate flight departments, fixed base operators, maintenance facilities and flying schools.

- Promote the airport through special events for the public and/or the pilots. (I.e. air shows, the flight museum, fly-ins or pilot/aviation related conventions in the Town and Kaboom Town).
- Monitor development within the airport airspace and actively work with developers and surrounding cities to ensure that the airport thresholds are not obstructed or displaced. For the airport to remain viable, it is important that all aircraft can operate in a safe and efficient manner.
- Continue to monitor and enforce all noise abatement procedures, initiatives and awareness programs.

Conclusion

The Committee began their review with 6 distinct forms of transportation; provided a vision for these 6 forms of transportation; documented detailed recommendations with an executive summary; and identified the priorities for each form of transportation.

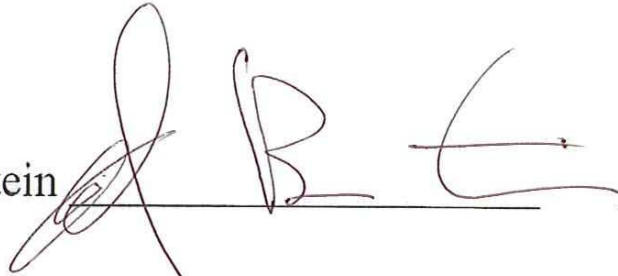
With over 20 priorities to be considered for incorporation over the next 10-20 years, the Committee recognized that it would be useful to provide their top 10 priorities:

- Computerized signalization timing with on site monitoring
- Pedestrian is a priority
- Connectivity of walkways and trails
- Belt Line Road Re-development, extension of Beltway Drive and re-construction of Midway Road
- Aviation related re-development on the west and east side of the airport
- Signature Pedestrian Bridges across Belt Line Road and the Tollway
- Special Event Shuttles
- Signature Pedestrian/Bus shelters
- DART Rail Station
- Re-surface runways/taxiways and extend taxiway Bravo

The Committee realizes there are a large number of recommendations as well as priorities in this document. However the recommendations of the Transportation Committee in this document are to provide guidance to current and future Councils on mobility issues as Addison re-develops and re-invents itself over the next few decades. In addition to being a great place to live, work and play, it will also be a great place to visit as a pedestrian, or by plane, train, bus, bicycle, or car.

Committee Members Endorsement
May 1, 2007

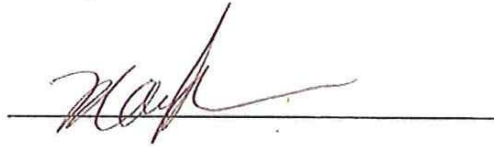
Ted Bernstein

A stylized handwritten signature in dark ink, featuring a large loop at the start and a horizontal stroke at the end.

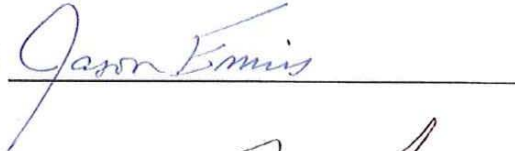
John Cummings

A handwritten signature in dark ink that reads "John Cummings" in a cursive script.

Bruce Davis

A handwritten signature in dark ink, appearing to be "Bruce Davis" in a cursive script.

Jason Ennis

A handwritten signature in dark ink that reads "Jason Ennis" in a cursive script.

Bob Jacoby

A handwritten signature in dark ink, appearing to be "Bob Jacoby" in a cursive script.

Cathy Ways

A handwritten signature in dark ink that reads "Cathy Ways" in a cursive script.